

FE167

WIRE DRAG

Diagram No. 78-3

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

(HYDROGRAPHIC)

Type of Survey Wire Drag

Field No.

Office No..... FE-167WD

LOCALITY

State Virginia

General Locality ... Chesapeake Bay

Locality S.W. of Tangier Island

..... San Marcos Wreck

19 59

CHIEF OF PARTY

..... J.R. Plaggmier

LIBRARY & ARCHIVES

DATE May 1, 1959

☆ U.S. GOV. PRINTING OFFICE: 1976-669-441

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date in the new format is the actual date of survey. This material was previously registered as;

FE No.1, 1959WD

FE167
WIRE DRAG

F E No. 1

1959

WIRE DRAG

FE-167-WD

Diag. Cht. No. 78-3.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey WIRE DRAG

Field No. _____ Office No. F.E. No. 1, 1959
Wire Drag

LOCALITY

State Virginia

General locality Chesapeake Bay

Locality Southwest of Tangier Island

San Marcos Wreck

19 59

CHIEF OF PARTY

J. R. Plaggmier

LIBRARY & ARCHIVES

DATE May 1, 1959

B-1870-1 (1)

F E No. 1
1959
WIRE DRAG

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

Wire Drag
~~HYDROGRAPHIC~~ TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

REGISTER No. F.E.No. 1, 1959. W.D.

Field No. _____

State Virginia

General locality Chesapeake Bay

Locality Southwest of Tangier Island

Scale 1:40,000 Date of survey April 9-11, 1959

Instructions dated (Special Project 6-59) 27 Feb., 1959

Vessel HILGARD & WAINWRIGHT

Chief of party J. R. Plaggmier

Surveyed by J. R. Plaggmier and J. Kisk

Soundings taken by ~~fathometer~~, graphic recorder, ~~hook lead, wire~~

Fathograms scaled by _____

Fathograms checked by _____

Protracted by Field Party

Inked
~~Soundings entered~~ by I. M. Zeskind

Soundings in fathoms feet at MLW ~~XXXX~~ and are true depths

REMARKS: _____

USC&SS WAINWRIGHT & HILGARD
U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

Post Office Box 317
Southwest Hbr., Me.

15 April 1959

To: Director
Coast & Geodetic Survey
U. S. Dept. of Commerce Bldg.,
Washington 25, D. C.

Subject: Special Report, Special Project 6-59, Wire Drag, San
Marcos Wreck, Chesapeake Bay.

Under separate cover are forwarded two (2) boat sheets of Guide and
End Launch; testing records; Drag Records; Tidal and Level Data.

The Coast Guard, at the request of this Command, placed three (3)
50 foot special purpose spar buoys with negligible scope, at three sites
selected by this Command. Location of these buoys was ascertained by
three point sextant fixes and check angles, on triangulation stations.

There were two (2) buoys marking location of wreck, one nun and one
can buoy. At the request of this Command the Coast Guard moved the Nun
buoy (Westerly buoy) 1.3 nautical miles Southwest.

Tide staff was installed at Watts Island and connected to three (3)
old tidal bench marks. Tide staff was read at half-hour intervals during
all wire drag operations and re-leveled upon completion of wire drag
operations.

Predicted tides from Watts Island were used during wire drag
operations.

On 10 April 1959 at 1708 hours with 14 foot uprights, two (2) foot
lift and predicted 0.5' tide the drag hung at an effective 11.5' which
was the minimum hang.

On 11 April 1959 at 1315 hours with 12 foot uprights, 0.5 foot sag,
and 1.5 foot predicted tide the drag cleared with effective depth of 11.0
feet. * 9/30 actual tide 10.0

Drag was tested in exact position and at the time of hangs and clear.
This could be done accurately as "WRI" Can Buoy was approximately 100
meters northeast of hang location. Hang position was approximately
twenty meters (20) northwest of triangulation location of wreck.

4/15/59

- 2 -

The clearing drag was performed without sextant fix due to fog and haze, however, exact location of wreck was known, and was verified by fathometer.

Minimum sounding obtained was by fathometer reduced to ^(actual tide) 17.0'. All fathogram soundings are labeled and forwarded. Wreck was approached from North, South, East and West and fathometer profiles were forwarded.

Location of "WRL" Buoy from wreck necessitated all drags coming into wreck from a Southwesterly direction, consequently it was impossible to verify clearing drag from any other direction.

All hangs were firm.

Approximately 50° oscillation by magnetic compass was noted in a vicinity of thirty meters of the wreck.

An oil slick, approximately 30 meters in diameter was noted. Only on one particular hang was this noted.

On picking up the drag from one hang, what was thought to be an aerial bomb, three feet in length, 1 foot in diameter was brought to the surface and almost retrieved as the fins were entangled in the ground wire, however disengaged itself from the wire as it cleared the water.

John R. Plaggmier
John R. Plaggmier
Lt. Commander, C&GS
Commanding WAINWRIGHT
& HILGARD

JRP/jrb

AIR MAIL

USC&GSS WAINWRIGHT & HILGARD
U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Post Office Box 317
Southwest Harbor, Me.

1 May 1959

To: Director
Coast & Geodetic Survey
U. S. Department of Commerce Bldg.,
Washington 25, D. C.

Subject: Special Project 6-49, Wire Drag, San Marcos Wreck

Ref.: 22/MEK, S-1-WA&HI

Listed below are sextant cuts for location of signals "WES",
"MID", and "EAST".

"WES"	Smith Point Light	53-14	
	MAST		
	Tangier Light House	(Tan) 37-02	
	Cut, Check Angle: Mast to Tangier Island Spire		17-14
"MID"	Smith Point Light	42-09	
	MAST		
	Tangier Light House	49-23	
	Mast to Tangier Island Spire		27-24
"EAST"	Smith Point Light	29-09	
	MAST		
	Tangier Light House	60-05	
	Mast to Tangier Island Spire		36-27
Additional cuts taken at EAST			
	MAST to MID	80-03	
	MAST to WES	81-26	

On the day of the clearing drag, Saturday, 11 April 1959, no signals could be seen, however exact location of the wreck was verified by fathometer soundings, location with reference to wreck buoy "WR1", and a small float put over wreck which was removed by tester just prior to drag clearing wreck.

Location of signal "MAST", which is forward (Westward) mast of wreck "Bulleye" was obtained from Norfolk Processing Office.

Location of Black Can Buoy "WR1" was accurately plotted on boat sheet, and inadvertently omitted from final records and cannot be located.

John R. Plaggmier

John R. Plaggmier
Lt. Commander, C&GS
Commanding WAINWRIGHT
& HILGARD

JRP/jrb

23 April 1959

Plane of reference approved in
~~2~~ volumes of ~~existing~~ records for
3 wire drag

Locality San Marcus Wreck, Chesapeake Bay

Chief of Party: J. R. Plaggmier in 1959

Plane of reference is mean low water

ft. on tide staff at

ft. below B.M.

Height of mean high water above plane of reference is $1\frac{1}{2}$ feet.

Condition of records satisfactory except as noted below:

William Hofus
Signature

Chief, Tides Branch

Hydrographic Surveys (Chart Division)

WIR DRAG
~~HYDROGRAPHIC~~ SURVEY NO. .F.E.No.1, 1959

Records accompanying survey: Smooth sheets .1....;
 boat sheets .1....; sounding vols. .0....; wire drag vols. .3....;
 Descriptive Reports .1....; graphic recorder envelopes .1....;
 special reports, etc.

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet
Number of positions checked
Number of positions revised
Number of soundings revised (refers to depth only)0
Number of soundings erroneously spaced0
Number of signals erroneously plotted or transferred0
Topographic details	Time0
Junctions	Time0
Verification of soundings from graphic record	Time1
Special adjustments	Time0

Verification by *Ju Zeskund* Total time 26 Date 4-29-59

Reviewed by *Ju Zeskund* Time 6 Date 4-30-59

FIELD EXAMINATION No. 1, 1959

San Marcos Wreck

Chesapeake Bay

Ships - Wainwright and Hilgard

1. The field examination was made in compliance with Instructions for Special Project 6-59, dated 27 February 1959.
2. The purpose of the examination was to clear the San Marcos Wreck charted in lat. $37^{\circ}43.16'$, Long. $76^{\circ}04.70'$ by a wire drag set to an effective depth which would be either 2-ft. shoaler than the least wire drag hang or sounding obtained on the wreck.
3. The wreck was hung by a wire drag set to an effective depth of 11 ft. As noted in the letter from the commanding officer of the Hilgard and Wainwright, dated 15 April 1959, the wreck was cleared by a wire drag set to an effective depth of 10 ft. Although no sextant fixes could be obtained during the running of the drag strip clearing the wreck because of fog and haze, he states that the position of the drag as it cleared the wreck was accurately known because the hang location was 100 meters southwest of can buoy "WRI". He also substantiates the clearing of the wreck by a note in vol. 1, page 25, C day, which states the bottom wire which cleared the wreck was pulled to the can buoy. A depth recorder sounding of 17 ft. whose location was not recorded, was obtained over the wreck.
4. The results of the field examination are shown on the accompanying A and D diagram on tracing cloth and a section of smooth sheet.
5. The field examination has been applied to chart 568 dated 30 June 1959. Can Buoy "WRI" is located on the present survey about 140 meters NNW of its charted position. The charted position of the buoy better marks the wreck.
6. The attached correspondence adequately covers all matters pertaining to this examination. No further discussion is considered necessary.

Reviewed by: I. W. Zeskind
4/30/59

Inspected by: R. H. Carstens
Chief, Hydrographic Section

06'

76° 04'

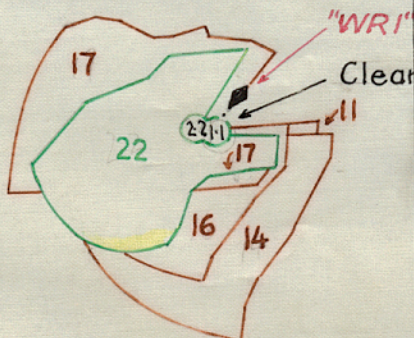
⊙ Wes

⊙ Mid

⊙ East

37° 44'

Depth recorder sounding of
17 ft. was obtained on wreck.
(Position of sounding not known.)



Cleared by 10 ft. on unplotted strip
controlled by hydrographer's
knowledge of strip with re-
spect to the buoy.

42'

AREA & DEPTH DIAGRAM
FIELD EXAMINATION No. 1, 1959
SAN MARCOS WRECK
CHESAPEAKE BAY
VIRGINIA
S.W. of TANGIER I.
Scale: 1" = 40,000
Ships - Hilgard & Wainwright
Depths in feet at M.L.W.

06'

76° 04'

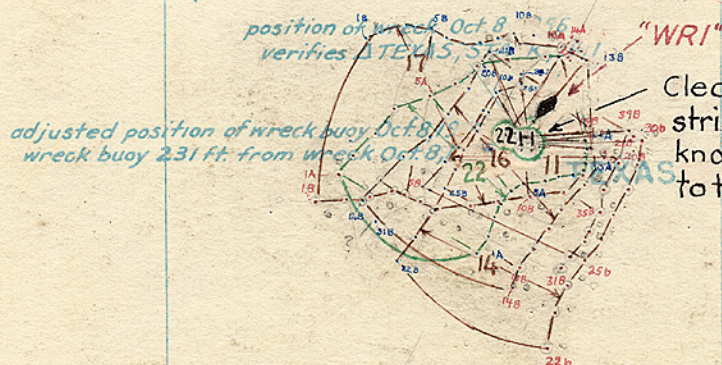
○ Wes

○ Mid

○ East

37° 44'

Depth recorder sounding of
17 ft. was obtained on wreck.
(Position of sounding not known.)



Cleared by 10 ft. on unplotted
strip controlled by hydrographer's
knowledge of strip with respect
to the buoy.

42'

FIELD EXAMINATION No. 1, 1959
SAN MARCOS WRECK
CHESAPEAKE BAY
VIRGINIA
S.W. of TANGIER I.

Scale: 1-40,000

Ships - Hilgard & Wainwright
Depths in feet at M.L.W.

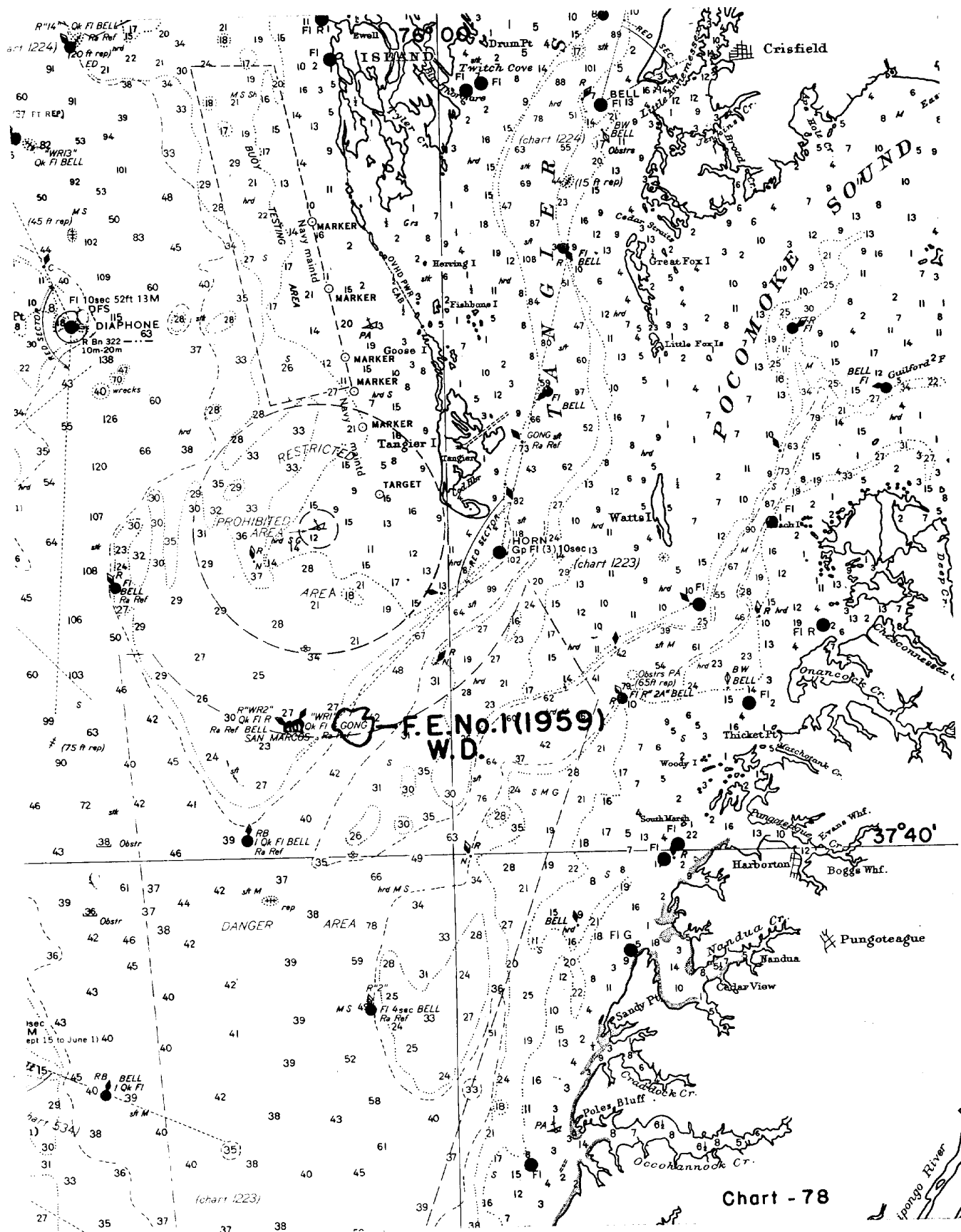


Chart - 78

NAUTICAL CHARTS BRANCH

WIRE DRAG
SURVEY NO. F.E.No.1, 1959

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

2mc